(the only journal in which I have seen the meeting noticed), for fairness in its statements, for general correctness of information, and for its impartial advocacy of the true and legitimate interests of the professions, many of the views and opinions of which it ably and candidly represents, attach to the proceedings of this meeting an appearance of something more than usual importance.

One of the speakers is reported to have said that the Ordnance Survey of the city of Dublin cost 200,000*l.*, and it does not appear by the report that this and other very extraordinary statements were contradicted by the hon. chairman, although he must have previously seen a parliamentary paper, moved for by Mr. Hume, and published last month, in which the total cost of the Ordnance Survey of Ireland, including all military pay and allowance of officers and men employed on it, from its commencement to its completion, amounted to 863,206*l.*; that this sum paid for the surveying, mapping, and engraving of the total area of the country, namely 20,875,482 acres, on the scale of 6 inches to a mile, occupying 1,921 copper plates, each 3 feet by 2, or equal to a surface of 11,526 square feet of copper,—also for the mapping on the scale of 60 inches to a mile of no less than 95 of the principal towns, including Dublin, and for the mapping and engraving of 32 county maps, serving as indexes for the 6-inch maps. If the parties making the absurd and unfounded statements at the meeting of Wednesday evening, to which I have already alluded, will take the trouble of dividing the total cost by the total area, they will find that the expense per acre is rather under 10d., for which exceedingly moderate cost a national survey has been made, which, with all its faults, is unequalled by any similar work in Europe.

It will probably puzzle the hon. chairman to shew how the surveying and mapping of 94 towns, on the 60-inch scale, comprising an area of 27,855 acres, and including such places as Cork, Limerick, Waterford, &c.; the surveying, mapping, and engraving of the entire country, including Dublin, on the 6-inch scale, and the mapping and engraving of the county maps,—could have been executed for little more than three times the sum which he is reported to have stated in his place in the House of Commons, and permitted that statement to be repeated uncontradicted at a meeting over which he presided—that the survey of the city of Dublin, comprising only 5,140 acres, alone cost. Such statements are so utterly preposterous, that it appears almost puerile to dignify them by a contradiction.

It may be quite right that the "civil surveyors" shall associate and combine by every lawful means to obtain Government or other employment. It may also be perfectly justifiable, or even laudable, to endeavour to bring the Government round to the opinion that by employing its own officers, &c., in the execution of its own work, injustice is done to a numerous and respectable body of men, but they (the civil surveyors) may rest assured, that by indulging in unprovoked vituperation against "military surveyors," who, if a judgment may be formed from the past works of both parties, are "abler than themselves to make conditions," and who feel, in reality, no antagonism of interests; or if, by dealing in reckless statements, which, so far from having any semblance of foundation in fact, are manifestly absurd and untrue, they rouse the common sense as well as sense of propriety of the Government and its agents against them, they take the most effectual steps for defeating the objects they may have in view.

To the "military surveyors" it is obviously, so far, at least, as their personal interests are concerned, a matter of perfect indifference who the parties are that shall be selected or recommended by the Sewers Commissioners to execute the metropolitan survey. If the "civil surveyors" should succeed in convincing the Government that they are the most suitable persons for the performance of a work of such unprecedented magnitude, they shall receive the responsibility without exciting the envy of those whom they have latterly been so sedulously employed in traducing. It is, however, probable, that the Sewers Commissioners, as men of business, and as public servants, will require a sufficient guarantee for the proper execution of a work involving the expenditure of so large a sum of public money. In urging their claims, therefore, the "civil surveyors" may be required to give the truest test, and the best evidence of their competency, by shewing that they have been successfully employed, either individually or collectively, on similar works. If they succeed in shewing such results of their labours, the public will then be enabled to discover, what they are now ignorant of, where the documents of these valuable surveys have been concealed. If any "civil surveyor" can furnish satisfactory evidence that he has been intrusted with the survey of a second or third-rate town for sanitary or other purpose, and that he has completed from his survey the map of such town on a scale equal in magnitude to that intended for the map of the metropolis, having regard to minuteness of detail and scientific accuracy of combination, I, for one, hope that the commissioners will be induced to intrust the execution of their vast work to that person. Let me, however, assure these gentlemen, that their past experience in loose parish surveying for tithe commutation purposes, or in still looser railway surveying, will afford them very inadequate data for forming a correct estimate of the cost, time, and labour, of a rigidly correct survey of the metropolis and its vicinity, to be projected on a connected series of sheets, which, when combined, will occupy a space of 5,400 square feet. They will do well also to bear in mind that there is a considerable difference between finding fault with the works of others and excelling these works themselves. The asperity of feeling apparent in the one is by no means a conclusive proof of the possession of ability to do the other.

I have to apologise for the length of this letter, but trust you will do justice to a numerous body of public servants, which contains many admirers of your excellent journal, by its insertion.—I am, Sir, &c.,

W. C.

5th June, 1846.

RAILWAY JOTTINGS.

There is evidence of more things than one in the eagerness and anxiety with which every renewed opportunity, in every new accident, calls forth remonstrances and suggestions from all quarters. Our own correspondents, and those of our contemporaries of every class, have been but too ready thus to avail themselves of the recent deplorable occurrence on the Great Western, the deaths resulting from which have since been ever and anon striking harshly on one's renewed attention, like the slow tolling of some funeral knell. It requires little penetration to perceive that the public are but too well convinced that unless, and until, and only while, the most fearful accidents are in the very act of occurring, there is not the least hope of railway directors, as a body, taking even the slightest pains to obviate those remediable causes which render accidents not only possible but perpetually imminent; and that, accordingly, this hopeless apathy in railway direction has actually induced a subconscious wish, not even to be consciously whispered, that the apathy itself and the negligence systematically displayed, would be forthwith thoroughly and at once dispelled, by the concentration, and yet limitation, into some *one* tremendous catastrophe, of even one-half of the scores, aye, hundreds of deaths which they do, at any rate, every year occasion. And blood-thirsty as the thought may appear, it is merciful in the extreme compared with the callous and guilty indifference and passivity with which every minor recurrence of the peacemeal manslaughter is met by the railway direction as a body. Juries must be perseveringly incited to make an example of some few of the class, as *the* really responsible agents in every case where rules of ordinary prudence, and arrangements or apparatus of ordinary practicability, *would have* plainly obviated, or have shewn their readiness to obviate, the reckless and guilty destruction of human life. A serious question, too, suggests itself, whether the mere "money directors," as a correspondent ("Archi") styles them, ought to be allowed to continue to hold that post of public responsibility. "So long as brewers, shoemakers, tailors, and such like men have the management," he remarks, "so long will there be accidents. What do you think of a decayed brewer as an inspector of a line? If money make the ordinary railway directors, let professional talent constitute a special board of mechanical directors, and then, perhaps, the lives of the public will be made secure." In the meantime, however, we are convinced that if the juridical eye were once fairly, or rather scowlingly, bent in the *direction* already pointed out, with something like an expressed determination in the flash of it to look for safety to the public specially in that direction, at the peril of private safety from personal verdicts of culpable homicide, we would soon see a wonderful fertility of invention and alacrity of conduct. In more special allusion to the culpable negligence of railway managements in such cases as those in which trains run one into another, the same correspondent points attention to the slovenly circumstance that, "whenever such an accident occurs, the company's servants are asked for their book of instructions for the men to work by; and if an improper rule is pointed out by the coroner, the gentlemen attending on behalf of the company always say we are having fresh rules made, and the bad, as inserted, will be done away with, or altered."——A correspondent of the *Oxford Journal*, subscribing himself as "W. I. Cole, R.N., K.H.," draws attention to the extreme curve of the rail to the westward of Shrivenham station as highly and plainly objectionable, the possibility of the engine-driver seeing that the station is clear from obstruction, till close upon it, being thus entirely precluded. "I think every one will allow," he adds, "that all stations should be placed where the road or line is straight for a considerable distance, so as to ensure the engine-drivers, both up and down, to see that the station is clear before they approach it, which, in my humble opinion, should be done at all times, and under all circumstances, at an easy pace, and never more rapid than at the rate of 8 or 10 miles an hour: though I believe that nine-tenths of the thinking population of this country would hail with joy and satisfaction the prospect of every train coming to a dead stop at every station; for it has been at the stations where the awful accidents have happened.——A powerful alarum whistle, rapidly worked with a crank and handle, driving a strong current of air from a diaphragm and cylinder through a couple of tubes, so as to keep up a loud and continuous signal between guards and drivers, has been patented by a Mr. G. Wells, Walworth.——The amount of railway calls in January was 4,508,180*l.*; in February, 2,272,541*l.*; in March, 3,135,922*l.*; in April, 2,759,795*l.*; and in May, 3,240,945*l.*——The new wooden bridge, about 400 yards in length, which crossed the Usk on the South Wales line, was entirely burnt on Wednesday week. The timber was Kyanized, and the accidental, or rather careless introduction of too hot an iron bolt, produced so sudden a blaze, that the destruction of the whole fabric unavoidably followed, and "it was as physical an impossibility to save even a fragment as it would be to save a portion of a barrel of gunpowder once ignited." The structure had been almost completed by Messrs. Rennie, Logan, and Co., at a cost of more than 20,000*l.*, but it was insured to the full amount, and "at a high premium, owing to the enormous risk incurred." A stone structure it is thought will be substituted, but a delay of two years will be incurred.——In a compensation case at Newcastle, the York, Newcastle, and Berwick Company, offered a Mr. Ross, a leaseholder for some property for two lives, the sum of 52*l.* 10*s.* for his interest, but after they had summoned a jury, he received from their solicitor an offer of 1,000*l.* His witnesses, however, estimated it respectively at 1,136*l.* 12*s.* 3*d.*, 1,070*l.*, or 1,162*l.* 2*s.* The Under Sheriff having summed up, the jury returned a verdict for 1,000*l.*

Value of a Refreshment-room.—We understand that the Swindon refreshment rooms on the Great Western Railway, held of the Company for ninety years at a nominal rent, were put up to auction at Garraway's Coffee-house last week, and sold to Mr. Phillips, of the Virginia Coffee-house, Cornhill, for 20,000*l.*

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